

CLASSIFICATION <del>SECRET</del>		SECURITY INFORMATION	25X1A
COUNTRY	East Germany Approved For Release 2002/07/15 : CIA-RDP80-00810A000900520009-6		
TOPIC	Schorfheide Airfield		
EVALUATION	see below	PLACE OBTAINED	25X1C
DATE OF CONTENT	8 January to 9 February 1953		
DATE OBTAINED		25X1C DATE PREPARED	18 March 1953
REFERENCES		25X1A	
PAGES	3	ENCLOSURES (NO. & TYPE)	1 - a letter (copy)
REMARKS	Annex forwarded		25X1
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- ☐ 1. On 13 January 1953, source learned that the spur track from Vogelsang to Schorfheide airfield was being built under the supervision of Colonel Kirik (sic).<sup>1</sup> A German in charge of transportation matters was assigned to Kirik's staff. The spur track was being laid by the "Baugemeinschaft Thuringen" construction firm, which was represented at the field by construction supervisor Hausdorf (fmu). The railroad cars used for the shipment of construction materials to the field were running under the code designation "Vogel". It was expected that 150 railroad cars, which were to be assembled into trains at Templin, would daily arrive after 1 February. The loaded freight cars came from the Cottbus, Dresden, Halle and Erfurt directions.

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- ☐ 2. After 12 January, material shipments arrived at an increased rate at Schorfheide airfield. Every morning 30 to 40 freight cars were assembled into one train at Vogelsang station and then dispatched about 8 a.m. to the construction site. The freight cars observed included gondola cars loaded with coal and construction material and special cars as used for the shipment of cement and lime. At 4 p.m., this train would return and proceed toward Templin.
- ☐ 3. In the second half of January, source learned that the spur track to the field was being built by a Baugemeinschaft from Thuringia, to which among others belonged the construction firm of Guenther. Work was being done also at night because the spur track was to be completed by 1 February. The railroad administration had given this project the code word "Vogel". The spur track is to be 13.5 km in length. By 25 January, the line had been constructed as far as km marker 9.1. The spur track originated at Vogelsang south of Bergluch, passed along the southern perimeter of Grunewald and continued as far as the wooded area east of Grunewald. From there the construction materials were shipped on a narrow-gauge railroad track. The spur track entered the airfield area near km marker 10.1. There were indications that it was to continue from that point toward the east as far as a storage shed 300 meters long. There were trucks on both sides of the shed, making it possible for trains to turn round. Prior to 9 February, mostly materials used for the construction of the spur track arrived. Source learned that materials required for the construction of the runway were to be shipped to this field after 20 February.<sup>2</sup>
4. The chief of the Soviet transport control headquarters made qualified German railroad officials responsible for the smooth flow of materials shipments to the airfield. Two railroad employees were made responsible for the taking over and

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dispatch to the airfield of trains loaded with construction materials.

5. In the second half of January, part of the construction materials were delivered from Leipzig. The gravel was supplied by local gravel pits. Some of the rails used for the construction of the spur track were welded together; 3 or 4 different profiles were delivered. Source learned that according to Soviet orders 4x180-axle trains loaded with construction materials and car loads of gravel were to be shipped daily to the airfield after 1 February. This material was to be unloaded in the airfield area, where two unloading ramps were scheduled to be built.<sup>3</sup>
6. Source learned that a total of 1,150 workers were employed on the construction of the airfield in the second half of January. Source obtained a memorandum of the Bau-Union Brandenburg which criticized the conduct of Scheddin and von Roedern, two construction supervisors at the airfield who had to be discharged because of gross negligence of duty and drunkenness.
7. On 19 January 1953, Teutsch (fnu) the replacement of the previous construction supervisor von Roedern arrived at the airfield. In early February, the Soviet engineer and air force soldiers previously employed on the construction site had left. Only the road blocks and gates were guarded by Soviet soldiers who, allegedly, were trucked to the field from Templin. In the second half of January, the progress of construction work at the field was delayed by unfavorable weather conditions. Source learned that new construction workers were not to be recruited before 1 March.
8. On 4 February, a railroad commission which was to accept the spur track to the field determined that the foundation of the line was defective. In spite of this finding the completion of the line was celebrated on 6 February by the firms which had participated in its construction.
9. In early February, source determined that the spur track to the airfield branched off toward the southeast from the Zehdenick-Templin railroad line at km marker 14.3. The spur track crossed the Zehdenick-Templin highway between km markers 15.6 and 15.7 and continued north of the road which extended from a point south of Vogelsang to Gross Doelln. The Vietmannsdorf-Gross Doelln road was crossed about 165 meters south of the intersection of the lane between forest districts 193 and 161 and to Vietmannsdorf-Gross Doelln road. About 250 meters west of this road the track made a curve to the northeast before entering the airfield area proper.<sup>2</sup>
10. The logged-off area on which the airfield was being built began at a point 372 meters north of the intersection of the lane between forest districts 193 and 161 and the Vietmannsdorf-Gross Doelln road. Another 165 meters north of this point, source observed the light masts south of the area where the runway was probably to be built. A further 99 meters north of this point there was another row of light masts. The distance from this northern row of light masts as far as the northern boundary of the logged off area was 242 meters. The lane which crossed the Vietmannsdorf-Gross Doelln road in forest district 218 was 264 meters distant from the northern boundary from the logged off area. Source learned from a surveying engineer employed at the airfield that the runway scheduled to be built at the field was to measure 3,750x80 meters and to be provided with a concrete layer 50 cm thick.<sup>4</sup>
11. In mid-January, the two Soviet engineer units which had been employed for construction work at the field moved to some other location, according to a Soviet soldier about 70 km from Templin. The engineer unit commanded by Captain Bogush (fnu) had been stationed in Gollin, the unit commanded by Major Cytsola in Grossvaster.<sup>1</sup>

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12. Construction staff W 101 was headed by Colonel Kirek (fmu). One Aleksei was also assigned to this staff, which was quartered in single-story temporary buildings. One of these buildings, in which the construction records were said to be kept, was located near the Vietmannsdorf-Gross Doelln road.<sup>1</sup>
13. According to a construction foreman concreting work at the field was to be started on 20 February. Work on eight multi-story buildings apparently accommodations had been started.<sup>5</sup>

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1. Comment. Colonel Kirik, also referred to as Kirk, was previously known to be the chief of the Soviet construction staff supervising construction work at Schorfheide airfield. Aleksei was reported for the first time. The names of commanding officers of the engineer units previously employed at the field were reported for the first time.

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2. Comment. These data clarify the route of the spur track leading to the airfield. See                      sheet 2946/47.

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3. Comment. It was previously reported that shipments of construction materials to the airfield would be increased in February.                                           25X1A  
                    . The present report indicates that construction work at the field is being accelerated.

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4. Comment. The data on the location of the runway and the boundaries of the logged-off area are believed to be correct. Information received on the measurements of the runway is contradictory. However, it is believed that the data furnished by source of the present report are correct. The statement that the runway will be provided with a concrete cover 50 cm thick indicates that the field might be used by heavy aircraft. Efforts have been initiated to determine the eastern end of the runway.

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